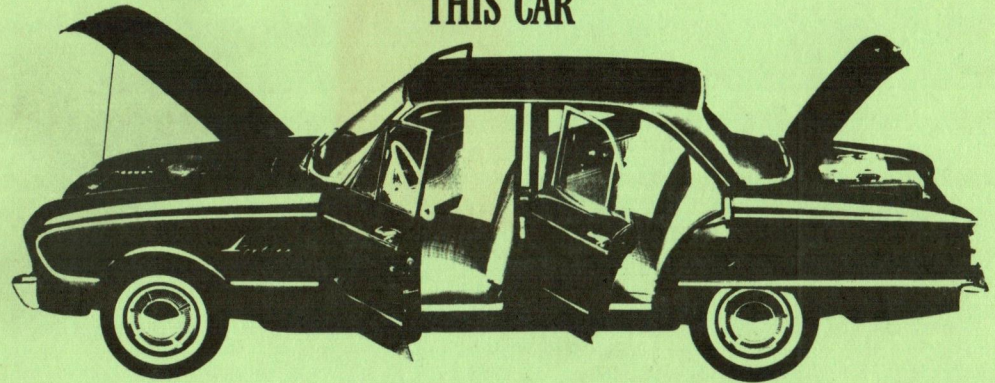


The *Falcon* News



OVER 550,000
PEOPLE
ALREADY OWN
THIS CAR



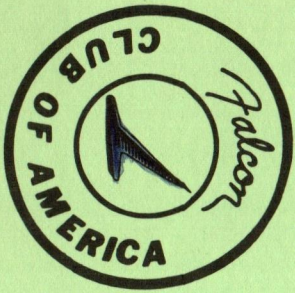
could it be they know something you don't?

October 1989

Vol. 11, No. 3

FALCON CLUB OF AMERICA
P.O. Box 113
Jacksonville, AR 72076

FIRST CLASS MAIL



The newsletter dedicated
to Falcon lovers
... everywhere!

FIRST CLASS MAIL
U.S. POSTAGE
PAID
McRae, AR 72102
PERMIT NO. 3

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$17.00 (\$22.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 free ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS - 1989-90

President: Gary Goddard, 7164 Hwy. 212, Covington, GA 30209. (404) 787-3793.

Vice President: Jim Hatcher, 8301 W. 92nd Terr., Overland Park, KS 66212. (913) 381-5679

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076. (501) 982-3260.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076. (501) 982-3260.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052.

Editors: Bill & Kathy Woodell, Rt. 4, Box 536, Searcy, AR 72143. (501) 268-1470 or 268-8574.

Assistant Editor: Gary Goddard, 7164 Hwy. 212, Covington, GA 30209. (404) 787-3793.

Partsmaster: Charles Digiacoia, 1010 N. Hickory, Paris, AR 72855. (501) 963-3312
Gerald Gasser, 73 Rose Lawn Ave., Fairport, NY 14450.

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052.

Head Technical Advisor: Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467. (716) 334-6779
before 2 p.m. E.S.T.

BOARD OF DIRECTORS (Number of years in term)

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134. (901) 386-5894 (5).

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827. (517) 663-4263 (4).

Tom O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052 (3).

Steve Springer, 10113 Vaquero Trail, Austin, TX 78759. (512) 335-8776 (2).

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599 (1).

REGIONAL DIRECTORS

EASTERN: Russell Hoeksema, 4519 56th St. W., Bradenton, FL 33507. (813) 792-0282.

NORTH CENTRAL: David Humes, P.O. Box 16, Oakwood, IL 61858. (217) 354-4825.

SOUTH CENTRAL: Dwayne Barber, 2424 Oak Grove Dr., Plano, TX 75074.

MOUNTAIN: Ray Roberts, 12272 W. Atlantic Dr., Lakewood, CO 80228. (303) 986-8932

PACIFIC: Charles N. Johnson, P.O. Box 820, Woodinville, WA 98072 (206) 481-7045.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super 60's Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.

The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas.

THE FALCON CLUB STORE

Falcon Club of America T-Shirt (short sleeve, white/red trim)	
Adult - S, M, L, XL; Child's - M, L	\$ 7.00
T-Shirts (white w/screen print colored pictures) 60-63 or 64-65 or Early Rancheros or 65 Rancheros S, M, L, XL	7.00
Sweatshirt (grey, navy, maroon & red trim-FCA logo)	
give 2nd choice on color S, M, L, XL	13.00
Golf shirt w/pocket, collar/FCA logo (blue, red, silver, burgandy)	
give 2nd choice on color S, M, L, XL	13.00
Ladies' Golf Shirt (pink, yellow, white/red trim, white/navy trim) S, M, L	13.00
Hat (mesh ball style w/FCA patch or winter weight) red	6.50
Convention Booklets (1981-1987)	each .50
Books: 1960/62 Reproduction Shop Manual (includes V-8)	30.00
Ford Falcon 1960-1970 (100 pgs. 180 ill.) Collection of articles from automotive magazines	14.00
Ford 1903 to 1984 (9 x 11) 384 pgs. (32 in 4-color)	15.00
1963 Falcon Sprint road test (8 pgs. 18 ill.)	4.00
Decal-National Club (for window)	1.25
Patches: National Club patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
FALCON (rectangular, red & gold)	2.25
Jacket Patch FCA (9" round)	6.00
RANCHERO (rectangular 1" x 4")	2.50
FALCON with year (60 thru 70 plus 63½)	3.50
Memo Pad (FCA imprint)	.50
Ball Point (FCA The New Size Ford Imprint)	.75
Falcon Fender Cover (24" x 47" w/Falcon imprint)	16.50
Key Fob (leather w/Falcon medallion)	2.50
Poster (24" x 36") 28 color pictures of Falcons	5.00
License Plate (Falcon Club of America-white/red letters)	4.50
License Plate Frames (FCA logo)	each \$6 or pair 11.00
Sign-Metal-Printed	
"Falcon Parking Only"	12.50
"Parking for My Falcon Sprint"	12.50
Bumper Sticker (I(heart) My Falcon) new vinyl	2.00
FCA Pin/Hat Tack	3.00
Pins/Hat Tacks: All pins	each 2.50
Futura Script (Silver)	
Ranchero Script (Silver)	
Sprint Script (Silver)	
Falcon Script w/year (Silver)	
(1960-1970)	
289 Sprint V-8	
289 (white/blue)	
289 V	
Falcon Bar (red/white/blue) Large	
Falcon Bar (red/white/blue) Small	
Silhouette of 1960-63 Ranchero	
Silhouette of 1963 Hardtop	
Silhouette of 1964-65 Hardtop	
Futura Bar (red/white/blue)	
V-8	
LIMITED EDITION BELT BUCKLE (oval FALCON)	10.00
Can Coolers	2.50
New 1½ hour Video of Conventions & Regional since 1981	12.00

POSTAGE IN THE U.S. Please add \$2.00 • PLEASE STATE SIZE
Canada & foreign orders please send money order (U.S. dollars) and
include \$3.00 postage. Please make checks and money orders payable
to Falcon Club of America. Send all orders to: ELLEN O'DELL, 417
VALLEY VIEW DR., EAST ALTON, IL 62024.

Falcon A/C parts, NOS, reproduction or rebuilt, one part or complete systems. Most items available. Call or write: Classic Auto Air Mfg. Co., 2020 W. Kennedy Blvd., Tampa, FL 33606. (813) 884-3681, or 251-2356.

63-65 Conv. top latches, \$60 pr.; 64-65 painted fender skirts with mounting clips, \$75; 64-65 Ranchero & SW inner tailgate panel w/hardware, \$15; 60-65 Ranchero painted bed moldings (not stainless), \$20 set. Shipping is extra on all items. Don Lehmann, 5860 Jacaranda Ave., Lakeland, FL 33809. (813) 859-2938.

65 Falcon 4-Dr. SW, auto., selling for parts, \$350. Call anytime. John Myers, 815 E. Main, Mt. Joy, PA 17552. (717) 653-6515.

Parting out 63 Falcon Conv., new quarter panels, padded dash, chrome and body parts in very good shape. Also have spare top bow. SASE w/needs. Tom Master, 1411 Princeton Ave., Philadelphia, PA 19111. (215) 745-7557.

63 Futura 2-Dr. Sedan seats (# 77 A trim code), turquoise in color, excellent cond., original upholstery, front bench & rear seat, \$200 plus shipping. Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467. (716) 334-6779 before 2 p.m. EST.

63 Falcon radio w/knobs, \$26; 62-63 console, mint cond., \$60; 13" Sprint spoke hubcaps (used), \$175 set; 63 Futura full disk hubcaps, \$45 set; 63 Futura roof emblems, \$40 pr.; 14" Galaxy spoke hubcaps, \$150 set. Joe Bassett, 123 Martin Pond Rd., Groton, MA 01450. (508) 448-6231.

63-65 side inside of window trim, HDTP chrome, \$40; window washer foot pump w/bag, \$15; 63-65 Conv. tan sunvisors, \$35; 63 2-Dr. Sedan rear qtr. (solid), \$140; 63-65 Conv. header bow, \$150; 63 Fairlane bucket seats for HDTP, \$150; 63-65 rocker panel mouldings (rough), \$25; 62 T-Bird bucket seats w/plastic, \$100; 60-68 used grilles, \$30 each; 60-68 taillight buckets w/lens, reg. \$12 ea., w/backup, \$16; seat belts (aqua, black, blue & tan), \$20 per side, \$35 set; 68 Sports Coupe blue door panels, \$40 set; 63 & 64 Futura 4-Dr. door panels (aqua & blue), \$35 set; 60-63 2-Dr. & 4-Dr. Sedan door panels, \$20 set; 63 Conv. doors w/glass, \$150; 63 padded dash (recovered in flecked red vinyl), \$25; 62 Wagon & Ranchero rear qtr. washboards (can be cut to fit Sedan), \$40 set; 67-68 wheel well trim (set of two), \$20; Ranchero top of bed trim (not chrome), \$10 each; 63 & 64 Ranchero tailgate, \$60; 62 Wagon manual tailgate w/glass, \$60; 63 Conv., HDTP, Sedan metal dash pad trim, \$10 each piece or \$25 set; 63 Conv. blue rear seat top, \$35, bottom material only, \$15; many rear seats for Sedans & HDTPs in orig. material, \$35 each piece, \$60 top & bottom; 64 Conv. red rear seats, \$50 each piece, \$80 set. Conv. parts, trim parts, body parts, too much to list. All parts shipped UPS, COD, call or write: Dan Amey, 1771 Ragland Ave., Clearwater, FL 34625. (813) 797-6817.

PARTS WANTED

For '64 Falcon Ranchero, need windlace. Double roll type in red woven plastic. Send sample to Mike Adan, 1621 Market St., San Francisco, CA 94103, or call (415) 626-2000 days or (415) 572-1138 evenings.

Wanted for 65 Ranchero V-8: flywheel, torque conv., bell housing, C-4, cross member, and drive shaft. Prefer Southwest area. Gary Rhode, 9 Kinley Dr., Las Vegas, NV 89115. (702) 643-7623

For 65 Falcon Futura: right side dash plastic trim, end cap right side of glove box undamaged - chrome unimportant. Gerald J. Gasser, 73 Roselawn Ave., Fairport, NY 14450.

Wanted one pair of decent chrome valve covers for 64 Sprint. Don Lehmann, 5860 Jacaranda Ave., Lakeland, FL 33809. (813) 859-2938.

Wanted for 62 Falcon: NOS grille, NOS headlight doors. George Jarrow, 23 Laurel, New City, NY. (914) 634-6016.

LITERATURE FOR SALE

1960-62 Shop Manual with 1963 Supplement, never used, \$15.00. Don Schuster, 1403 E. Olive St., Bloomington, IL 61701. (309) 663-0403.

1962 Falcon Literature. Original Service Manual, exc. \$32.50, VG used \$26.50. 1960-63 quality reprint with 260 V-8, \$29.50. Service Specifications handbook, 100 pages, All Ford Cars/Trucks \$5 with order. Econoline and Falcon Club Wagon Service Manuals 1962-1968, clean original, \$26.50 (specify year as some years require 2 manuals). 1950-65 Fomoco Interchange Manual, special club members price, \$27.50. (\$25 with a service manual). Prices PPD Continental U.S. Jim Lungwitz, Box 1078, Monticello, MN 55362.

CHAPTERS

The Alamo Chapter

George Myers, 1202 Elks Pass Circle, San Antonio, TX 78232. (512) 494-8205.

The Arizona Chapter

Glen Beam, 18829 N. 12th Avenue, Phoenix, AZ 85027.

The Carolinas Falcon Chapter

Butch Willis, 403 S. Lane Rd., Mt. Holly, NC 28120. (704) 827-5982.

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134.

The Eastern Virginia Chapter

Sam McCutchen, 5816 W. Hastings Arch, Virginia Beach, VA 24462.

The Founder's Chapter

Bill Woodell, Rt. 4, Box 536, Searcy, AR 72143. (501) 268-8574.

The Frontier Chapter

Don Heathcott, Falcon Lane, Rt. 4, Box 295, Paris, AR 72855.

The Gateway Chapter

Richard Tribout, 23 Raintree Ct., St. Peters, MO 63376. (314) 441-6653.

The Greater Bay Area Chapter

Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

The Gulf States Chapter

Bonnie Stringer, 110 Nicholson Ave., Long Beach, MS 39560.

The Hoosier Chapter

Clifford Smith, 1210 Crescent Dr., Bloomington, IN 47401. (812) 336-5842.

The Keystone Chapter

Ed Snyder, 818 W. Callowhill, Perkasio, PA 18944. (215) 257-2422.

The Land of Lincoln Chapter

Ed Kavanaugh, 233 Malibu Dr., Bolingbrook, IL 60437. (312) 739-0199.

The Lone Star Chapter

Marty Martin, 2910 O'Henry, Garland, TX 75042.

The Mason-Dixon Chapter

Phillip Barber, 2574 Riva Rd. #17A, Annapolis, MD 21401. (301) 266-8271.

The Mid-America Chapter

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

The Mile Hi Chapter

Barbara Sparks, 6900 Mariposa, Denver, CO 80221. (303) 427-8340.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI 54911. (414) 731-2708.

The North Coast Chapter

Walt Sedlak, 13009 Bangor Ave., Garfield Hts., OH 44125. (216) 663-0817.

The North Star Chapter

John MacKay, 3511 37th Avenue N.E., St. Anthony, MN 55421.

The Northeast Chapter

Howie Wheeler, 31 Metcalf Rd., Tolland, CT 06084. (203) 871-6916.

The Northwest Falcons Chapter

Bill Crooks, 3918 S.W. Arroyo Ct., Seattle, WA, 98146. (206) 244-3918.

The River City Chapter

Ron Wilson, 7701 Oakwood Lane, Citrus Heights, CA 95621

The Rocky Mountain Chapter

Dave Jeffries, 4965 El Camino Dr., Col. Springs, CO 80198. (719) 599-0085 evenings.

The Sooner State Chapter

David Elledge, 1325 NW 21st St., Oklahoma City, OK 73129. (405) 528-0335.

The Southeast Chapter

Alvin H. Roberson, Jr., 317 Peebles Road, Aragon, GA 30104.

The Suncoast Chapter

Dan Amey, 1771 Ragland Ave., Clearwater, FL 34625. (813) 797-6817.

The Wasatch Chapter

Charles Garcia, 823 E. 700 North, Layton, UT 84041. (801) 546-4987.

President's Message

I would like to congratulate The Keystone and Northeast Chapter for the fine job they did hosting the 1st Annual Eastern Regional Meet, September 8 and 9. They had around 75 Falcons in attendance and several Falcon vendors. Thanks Chris, Gerrie and Matt Scioscia and Ed Snyder for an excellent show.

Looks like we will have a couple of new chapters in the near future. If anyone is interested in starting a chapter in your area contact Tom O'Dell, our Chapter Coordinator.

Remember, The Texas Regional II Meet in Plano, October 6 and 7. They have a good show planned for you so go out and support them.

Don't forget to send your articles and pictures into the Editor for The Falcon News.

See everyone in Plano.

Gary Goddard, FCA President

Editor's Message

This has been a busy month as editors. Letters and ads are coming in daily and it is exciting to see so much support from all of you out there. Gary has lots of new ideas for making the newsletter better and you will see many welcome changes in the future.

We are not able to get all of your articles in this issue and ask for your patience. Our thanks to the contributors and to Ted Daskaris for his patience. This month starts the great article Ted has written about engine overhaul. It is quite lengthy and will be in several upcoming issues. Thanks, Ted, for the fine job. Thanks to George Lauderbaugh for his article on the 30th anniversary of the Falcon.

Hope to see you in Plano.

Bill and Kathy Woodell, Editors

Top Window Seal Poll Results 1963-1965 Convertible Owners Only

Responses to the poll have reached 137. I believe that we will reach 150 within one more month at the present rate.

The manufacturer has agreed to start limited production of these top seals now that he has called several people responding to the poll, and now that we are within reach of 150.

If anyone has not responded, please send a postcard with name, address and telephone number to my address below.

I must remind everyone that I cannot respond to your many questions regarding these seals. Please read the following.

The seals are N.O.S. quality pressure molded seals produced in a compression mold. Each seal has a built in steel insert. There are seven separate pieces, each one different. The seventh seal is an extrusion to seal the top to the windshield. Anyone responding to the poll will be notified via mail when the seals are ready for shipment.

You will order direct from the manufacturer. The first production run will be for Falcon Club poll respondees only. We expect delivery of the first seals in December.

Please reply to:

Alan's Restorations
P.O. Box 2126
Truckee, CA 95734-2126

66 Futura Sports Coupe, dark blue, black interior, 6 cyl auto. Very good cond. 115,000 miles. Small amount of rust, hub cap missing. \$2,000 or best offer. Bob Buntin, 91 South Main St., Sherborn, MA 01770. (508) 653-9484.

65 Ford Sedan Delivery, stored since 1976. 500 miles on 6-cyl. motor, body very good. \$1300 OBO. Bruce Kroshus, 3815 3rd St. NW, Rochester, MN 55901. (507) 289-8201.

65 Futura Convertible, 289, auto, trans. rebuilt, ivy-gold, \$4500. Greg Alpers, 8787 Carr Loop, Arvada, CO 80005. (303) 431-2682.

68 Falcon 2-Dr. Sedan, all original, green, auto., 200-6 engine, one owner, good cond., under 50,000 original miles, no rust. As is \$3000. Mrs. Esther H. Frye, 2003 East Taylor St., Bloomington, IL 61701. (309) 663-2605.

62 Falcon Futura, 170 4-Spd, 6-cyl, Texas body, rust free, completely original, needs restoration, \$1500 OBO. James Sommerfeld, 6720 W. Adler, Milwaukee, WI 53214. (414) 257-3190 mornings to mid-day.

62 Falcon Delux Fordor, trophy winner, completely restored, new two-tone interior, Rangoon red exterior, new suspension, new drive train, fully rebuilt, 30 mpg plus, 2nd owner in family, car, would like to sell. \$3000 OBO. James Sommerfeld, 6720 W. Adler, Milwaukee, WI 53214. (414) 257-3190 mornings to mid-day.

64 Futura Falcon 2-Dr. HT, 6-cyl. auto., p/s, red exterior, new tires, black bucket seat interior. All original car, \$1200 OBO. **61 Goldwing Falcon 2-Dr.**, 6-cyl., 200 ci, auto., new tires, original white exterior, new green interior. Needs body work on pass. side. \$1200 OBO. Sal Cosenza, 563 W. 9th Ave., Roselle, NJ 07203.

63½ Falcon Sprint, one owner, little or no rust, original paint job. New interior, nothing missing on car, never wrecked. Black exterior, red interior, many new items on car, always sheltered. \$3850. Johnny Messina, B-19 Woodduck Dr., Currituck, NC 27929. (919) 232-2643 aft 6:30 p.m.

63 Falcon Futura Convertible, 260 V-8 rebuilt stock 4-spd, red with black power top & interior. New radials on Mustang styled steel wheels. Original 13" wheels and wire covers included. Beautiful car, looks and runs great, \$5500. Bryan Long, P.O. Box 902, Claremore, OK 74018. (918) 341-4288.

62½ Futura Sports Coupe, T-Bird roof, buckets, console, rear speaker w/fader, backup lights. This car has been almost completely mechanically rebuilt. Great body and trim, new performance radial GTs, have all receipts, \$2000/offer/trade for 64-65 Ranchero, V-8 auto., any cond. or price. Michael Borbely, 2001 Massachusetts, Lawrence, KS 66046. (913) 843-4255.

61 Falcon 4-Dr. Sedan, 144 ci engine with auto., new seats, in very good cond. and runs good, \$750. Call anytime. John Myers, 815 E. Main St., Mt. Joy, PA 17552. (717) 653-6515.

LEAD ON CAR

1960 Ford Falcon, 2-Dr., auto, good cond., 1 owner, 47,000 orig. miles, orig. everything, \$700 firm. Call after 6:30, ask for Suzanna or Don Miller. (703) 491-5152.

CAR WANTED

Wanted: 1964 Falcon Hardtop, Convertible, or Ranchero built on April 2, 1964. Date code 02D. Preferably in restorable condition. Robert Dirksen, 500 Winchester Dr., Augusta, GA 30909. (404) 738-2220.

Wanted: 1963 Futura or Sprint Convertible, V-8, 4-Spd, no rust and needing only minor work. Brian Sparks, 207 Ross Hill Rd., Lisbon, CT 06351. (203) 376-8841.

PARTS FOR SALE

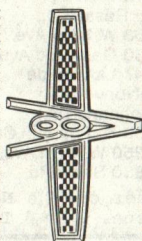
Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings, \$75. Specify engine size and year. Bands, \$40. ea., adjustable modulator, \$8. Bushings, washers, pumps and misc. hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194. (617) 449-2065 evenings.

63-65 Falcon Convertible top rubber weatherstrip, full set, top quality U.S.A. made, \$195. set, ready Feb. '90. Send us your order prior to 1-1-'90 and we will pay the shipping. Obsolete Ford Parts Co., "The Old Reliable," Box 787, Nashville, GA 31639. (912) 686-2470.

Parting out 62 Falcon 4-Dr., excellent grey (standard) door panels and kick panels, \$50. Many other good parts. Gordon Wing, 813 N. Dean St., Bay City, MI 48706. (517) 684-8894.

FALCON and COMET

1960-65 Windshield rubber, all 2-dr. & 4-dr. sedans \$50.00
 1963-65 Windshield rubber, fits htdp and conv \$67.50
 1960-65 Rear window rubber, all sedans \$57.50
 1963-65 Rear window rubber, fits htdp only \$57.50
 1960-64 Falcon trunk lid seals \$16.00 ea
 1960-63 Tail light housing to body seals, Falcon only \$6.00 pr
 1964-65 Tail light housing to body seals, Falcon only \$10.00 pr
 1960-65 Tail light lens gaskets \$4.00 pr
 1961-64 Park light lens gaskets, Falcon only \$3.00 pr
 1963-65 Door seals for hardtop and conv \$75.00 pr
 1960-65 Door seals, 2-dr. sedan \$57.50 pr
 1960-65 Door seals, 4-dr. sedan \$110.00 set
 1963-65 Vent window seals, htdp and conv \$60.00 pr
 1963-65 Back of vent window seals, htdp and conv \$10.00 pr
 1963-65 Front of quarter window seals with metal insert, like original \$20.00 pr
 1963-65 Hardtop roof rails \$175.00 pr



CADZ-16228-B Sprint V8 Emblem
 1963-64, \$20 each

Mfg USA on our dies, exact in every detail



1962/63 Front Fender Ornament, Triple Chrome Plated

Exact of original, not one detail overlooked. Mfg. USA on our dies.
 C2D2-16178/79-A, \$75.00 pair.
 All of the above parts Mfg. USA in our shop, using the best material available. Lots more Falcon parts coming. Write your needs. Add \$3.00 for shipping per order. State year and body style when ordering. Send for Falcon & Comet Catalog \$2.00.

DENNIS CARPENTER
 FORD REPRODUCTION

PO Box 26398, Charlotte, NC 28221
 704-786-8139

RULES FOR CLASSIFIED ADVERTISING

All ads for the classified section of the newsletter must appear with a member's name to be considered a free ad (see page 2) or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each (classified ads are limited to 50 words or less). All items listed in the classified must have a price. Ads submitted without prices will be returned to sender.

The Falcon News will accept paid Commercial Ads for the newsletter. They must be sent to the editor. All ads must be received by the 10th of the month to appear in the next month's issue of The Falcon News. Payment must accompany all ads.

ALL COMMERCIAL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS. SEND CHECKS PAYABLE TO FCA.

COMMERICAL AD RATES: FULL PAGE... \$50.00 QUARTER PAGE... \$20.00
 (Price per month) HALF PAGE... \$30.00

1/4 page photo ad \$15.00 for members \$25.00 for non-members

Only Falcon related ads will be accepted for The Falcon News. **Warning** - The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know any experience, good or bad. The Falcon Club of America has the right to reject any or all commercial ads.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

CARS FOR SALE

65 Ranchero, excellent show vehicle; 64 Comet Station Wagon, good cond.; 62 Falcon 4-Dr., good cond. 3 parts cars (rebuildable): 65 Ranchero, 65 Falcon 4-Dr., 66 Falcon 4-Dr. Having to sell due to health. (Total package, \$5500.) Jimmy Brown, P.O. Box 727, Lillington, NC 27546. (919) 893-5470.

65 Falcon Convertible, 289 4-Spd., auto. Needs complete restoration, \$500. 65 Falcon HT Sprint, 289 auto, bucket seats, console, white/red interior, driveable, \$1100. Both for \$1500. Robert Dirksen, 500 Winchester Dr., Augusta, GA 30909. (404) 738-2220.

Order for Christmas Early!!

The Club Store has a great assortment of items to give as Christmas gifts. Check out the list on pg. 23 of this newsletter and order early to insure delivery by December 25th.

Calendar of Events

Arkansas - The Founder's Chapter meets the second Saturday of each month. Please mark your calendar & watch the newsletter for the place and time.

Texas - The Alamo Chapter will hold its regular meetings at 1:00 p.m. the second Sunday of each month.

Washington - The Northwest Chapter of the Falcon Club of America announces their new permanent meeting place and time: Korum Ford in Puyallup, WA the first Sunday of each month at 1:00 p.m.

Kansas/Missouri - Mid America Falcons Chapter meets on the first Friday of every month at Sante Fe BBQ on 7 Hwy. in Olathe, KS. If interested, call (913) 294-2599 or (816) 452-1967.

October 1, 1989 - Georgia - The Southeast Chapter will hold its monthly meeting at the Walton Show-N-Shine in Monroe, GA. All members encouraged to bring their Falcons and show them off.

October 6-7, 1989 - Texas - Texas Regional II, Holiday Inn, Plano, TX. See registration form in this issue.

October 20, 1989 - Colorado - The Mile Hi Chapter will have a Halloween Party and meeting at 7 p.m., Public Service Bldg., Hampden and Kipling.

October 20-22, 1989 - Colorado - The Mile Hi Chapter will attend the Old Car Council of Colorado "Auto Classic" at the Denver Merchandise Mart.

November 17, 1989 - Colorado - The Mile Hi Chapter will have a meeting and election of officers, 7 p.m., Public Service Bldg., Hampden and Kipling.

November 17, 1989 - Maryland - The Mason Dixon Chapter will meet at the McGill Recreation Center, Zimborski Avenue, Fort Meade, MD from 6:30-9:00 p.m. This will be a technical workshop/social meeting. Bring a technical tip, project small enough to bring inside, or some questions relating to our Falcons for group discussion. Coffee will be provided. For more info. call Phil Barber, (301) 266-8271.

December, 1989 - California - The River City Chapter will participate in the Towe Ford Museum's "Car Club Cavalcade." We will display six Falcons along with signs, models, and literature portraying the history of the Falcon automobile in the Museum for one month. Call Ron Wison at 725-4110 for more information.

December 2, 1989 - Colorado - The Mile Hi Members will have a Christmas Dinner Party and installation of new officers and board, Amici's Restaurant, 92nd and Wadsworth, 6:30 p.m.

August 8-10, 1990 - 11th ANNUAL NATIONAL MEET in St. Louis, Missouri.

10th Anniversary National Falcon Club of America Convention

On behalf of the Mid-America Falcons, I would like to thank everyone for coming out to the show.

There were 180 registered with 163 plus cars at the show. There were 14 vendors from all over the country including three very big name vendors which were Obsolete Ford, Dennis Carpenter, and Melvins. A professional photographer from Presentation Images provided some excellent pictures which were available to the participants. Everything from the weather, tours, show, swap meet, and banquet went very well.

There was a local Kansas City newspaper special edition about the Falcon automobile and the show. There was also coverage from the local networks: ABC, CBS, and NBC.

I would like to thank all the sponsors, vendors, motel and club members that helped in making the 10th anniversary a success. I would like to say it is the super people in the Falcon Club of America that make it the greatest car club in the world. I would also like to thank all the Mid-America chapter members for their tremendous help.

Meet Reports

The Gateway Chapter met August 27th at the Bonanza restaurant in St. Charles, MO. After dinner, a chapter business meeting was held. Nominations for officers were made for upcoming elections. Further planning for the 1990 National Meet was done after which the meeting was adjourned.

The Founder's Chapter met at Po Folks restaurant in North Little Rock on Saturday, August 26. New Officers for the upcoming year are as follows: President, Bill Woodell; Vice-Pres, Ezra Wingfield; Secretary, Laura Wingfield; Treasurer, Roy Sword.

The Mile Hi chapter has had a fully packed summer with Falcon events to appeal to every type of taste. Our summer picnic was well attended. Several of our members regularly race their cars up at the Bandimere Speedway Club Clash Night and have been quite successful. There have been Chapter meetings, Cruise Nights, several parades, car shows, a Skill Driving Challenge, group participation in the FOMOCO Clubs National Meet over Labor Day weekend, and of course, the fun caravan to Overland Park, Kansas, for the National!!! We were thrilled that four of our members brought home winning trophies for their Falcons at the Convention and congratulate them... and thank the Mid-America Chapter for a great time and well organized meet.

Dear Editors,

Falcon 30th Anniversary

I am sure you realize that October 9 marks the 30th Anniversary of the Falcon. I am writing a series of articles which I hope you will publish in the news to commemorate the 1960 Falcon. The first is attached. I have two others in mind. One will be a review of the ratings given to Falcons by the consumer magazines. The second will be a comparison of the Falcon to the Model A.

I think some attention should be devoted to the 30th Anniversary and articles solicited from members to mark this milestone.

George Lauderbaugh, Route 4, Box 438, Deatsville, AL 36022

Why Ford Made the Falcon

Thirty years ago the Falcon was introduced to the American public as Ford's answer to the compact car craze that swept the country in the late 50's. The idea of a compact car that would provide economy, easy maintenance and meet the transportation needs of the average family was not new, but the concept had never caught the imagination of the consumer. In the 1930's, the Bantam Car Company of Butler, Pennsylvania produced the Austin and Bantam. These cute, affordable and reliable cars are much sought by collectors, for only 27,875 were produced over eleven years. Bantam introduced the Jeep but did not have the production facilities to meet the demands of World War II. The company went out of business after the war.

After WWII, there were a number of attempts to introduce low cost economy cars. One was the Crosley which today would be labeled a sub compact. Crosley never got beyond the curiosity stage, and its builder went back to manufacturing radios and owning the Cincinnati Red Legs. Then there was the Henry J, first offered by Kaiser in 1951. Over 80,000 were sold that first year. However, the entire Kaiser Automobile enterprise folded in 1954. In 1953, Hudson introduced the Jet which looked like a miniature '53 Ford Sedan. The Jet was a flop; Hudson was not saved by this new car and merged with Nash to form American Motors.

With this dismal sales record it was apparent that the American car buyer was just not interested in compact cars. In fact, it seemed that the bigger the better. Why, then did the Big Three all introduce compact cars for the 1960 model year? Part of the answer is that the post-war appetite for large, fast and fancy cars had been partially satiated. In 1955, more cars were sold in the U.S. than any year in automotive history. Moreover the standard Ford, Chevy and Plymouth had grown in length, width, horsepower and price. Chevy and Plymouth also entered the V-8 market that year. It was a peak that could not be equaled, but Detroit continued to turn out behemoths.

New FCA Members for August 1989

Dr. Elliott Rubinstein (4161)
Monique Mitchell (4162)
Steve A. Stanley (4163)
John E. Wild (4164)
Steve Reetz (4165)
Richard A. Carmer (4166)
William C. Durston (4167)
Rodney C. McMillan (4168)
Joseph L. Giamboi (4169)
Norman F. Huff (4170)
Scott Armstrong (4171)
Loyad York (4172)
Lenny D. Piazza (4173)

8819 Reseda Blvd. #1
101 W. 77th St. Apt. 1-F
822 Wisteria Way
1213 S. Avery
415 Russell Dr.
3063 W. 34th Ave.
1030 Oakwood Ave.
7747 LaAvenida
26 Norwood Ct.
8 Johanna Dr.
1709 N. Tympani Cr.
11250 W. 47th Ave.
16630 Snow Rd.

Northridge, CA 91324
New York, NY 10024
Richardson, TX 75080
Moore, OK 73160
Meridian, MS 39301
Denver, CO 80211
Venice, CA 90291
Dallas, TX 75248
Staten Island, NY 10304
Holland, PA 18966
Anaheim, CA 92807
Wheatridge, CO 80033
Burton, OH 44021

The remainder of the New Members will be listed in next month's issue. The Editor



Melvin's Classic Ford Parts
2526 Panola Rd. • Lithonia, GA 30058
(404) 981-2357

Mon.-thru Fri. 10 a.m. - 7 p.m. • Sat 9 a.m. - 3 p.m.

Falcon Items

60-63 Shift Lever w/blk knob	17.50	WEATHERSTRIPS	
62-63 FUTURE letter set	20.00	63-65 Rear window seal, 2DR sedan	67.50
Chrome 4 spd shift ring	21.95	63-65 Roof Rail weatherstrip, HT	195.00
4 speed shift knob	19.95		
60-70 Chrome Radiator cap	5.95	61-64 Gen. splash shield, rubber	16.50
Chrome Master Cyl. cap	15.95	66-70 Cowl seal w/clips	10.00
Chrome Oil Filter cap	9.95	60-65 Cowl seal w/clips	7.95
63-65 Battery tray	12.95	60-63 Rear bumper to body seal	30.00
63-65 Battery holddown clamp	3.50	64-65 Rear bumper to body seal, 2DR	
64-65 Antenna w/attaching parts	29.95	HT and conv	25.00
63-65 Outside mirrors	32.50	63-65 Windshield seal, 2DR HT/Conv	67.50
63-64 Chrome gas cap	29.00	60-65 Windshield seal, all exc HT/Conv	50.00
65 Chrome gas cap w/plastic ctr	39.00	63-65 Rear window seal, 2DR HT	57.50
60-63 Outside door handles w/pads	19.95 ea	60-62 Rear window seal, 2DR, 4DR Sedan	57.50
64-65 Outside door handles w/pads	36.95 pr.	60-65 Rear window seal, Ranchero	37.50
64 260 Fender emblems	9.50	66-67 Rear window seal, Ranchero	47.50
65 289 Fender emblems	9.50	63-65 Frt. edge of qtr window seal	
63-64 SPRINT emblem	15.00	w/metal insert -Conv	20.00 pr
63-64 SPRINT V-8 emblem	20.00	63-65 Frt. edge of qtr window seal	
62-65 FORD hood letter set-spc. yr	14.95	w/metal insert -HT	20.00 pr
62-65 FALCON letter set-spc. yr	17.95	60-65 Door seals-2DR wagon, 2DR Sedan,	
61-65 Dome lens	2.95	Ranchero, Sedan Delivery	57.50
61-65 Chrome dome bezel	6.00	63-65 Door seals-HT & Conv	75.00 pr
61-64 Dome lens - Ranchero	5.00	60-63 Trunk lid seal	16.00
61-64 Chrome dome bezel - Ranchero	7.00	64 Trunk lid seal	16.00
60-65 Glove box liner - spc. yr	12.95	65 Trunk lid seal	29.95
60 up Brake & Clutch pedal pad	2.50 ea	60-65 Windowfelt kit -2DR Sedan, 8pc	39.95
60-65 Accelerator pedal	10.00	60-65 Windowfelt kit -Ranchero, 4pc	29.95
60-65 Auto. brake pedal pads	5.50	63-65 Windowfelt kit -2DR HT, 8pc	49.95
60-63 Chrome horn ring w/ctr	34.50	63-65 Windowfelt kit -Conv, 8pc	49.95
64-65 Package tray	13.95	66-67 Windowfelt kit -Ranchero, 4pc	39.95
63 Tail light assy	32.00 ea	ALL Carpet-80/20 same as original	120.00
63 Tail light assy w/backups	35.00 ea	NEW ITEM -63 260 V8 emblems-417.95 ea	
63-64 Parking light lens - amber	3.50 ea	63-65 Conv. visor brackets-444.95 pr	
		64-65 FALCON fender emblems-439.50 pr	

CALL OR WRITE FOR OUR FREE CATALOG. ALL ORDERS OVER \$200 SHIPPED FREE!
WE NOW ACCEPT VISA/MASTERCARD

I chose the "High Energy" 260 degree Competition Cam with the intent of bolstering the engine's low end power band, but I did want to minimize the possibility of too much cylinder filling with consequential engine ping probability. Thus, I set it up at zero degrees with respect to the crankshaft via the TRW double roller timing chain set and confirmed the valve timing with a Moroso degree wheel. (I used two temporary solid lifters at no. 1 cylinder). I also checked for valve clearance or interference with the piston by using modeling clay. The intake valve was the closest but not less than .180 inch (worst case) from the piston relief. Actual valve lift for both intake and exhaust was close to .470 inch. After all measurements were completed, I oil primed and installed the Competition Cams valve lifters and TRW Boss 302 valve train components which included the necessary hardened push rods.

Initially, the only carryover item that I used from the 260 was the Holley Economaster model 4360 (#7955) performance / mileage / emissions 4V carb. Since the carb is a spread bore, an adapter plate was required for installation on the standard flange B & A manifold. This carb has both electric assist and exhaust heat exchanger type choke. I qualified the electric assist with a vacuum switch fused to the alternator +12 volts and fabricated a copper tube heat exchanger that sandwiches between the passenger side exhaust manifold and block tooling boss area. The carb should match the camshaft's claimed power band of "1200 to 5200 rpm, 6200 rpm redline" for the previously stated purposes. However, I did subsequently replace this carb with a Holley model 4160, 600 cfm unit that ultimately proved to be more suitable than the 450 cfm, 4360, particularly in light of the free breathing heads with their 8% different rocker ratios having the effect of "bumping up" this power band intended for Windsor heads.

Before installing the new engine assembly, I spun the preprimed TRW high volume oil pump with an electric drill and measured maximum regulated oil pressure at 75 lbs/in2. Once the distributor was installed, I discovered that it was necessary to use a very thin ignition type wrench to secure the hold down bolt due to the projected bulk of the intake manifold being in the way. Careful grinding of the manifold near the temperature sending receptacle will probably resolve this problem.

Due to the lack of space in this issue we will have to continue Ted's article in next month's Falcon News.

The Editor

Membership Directory Update

It is time to update our membership roster. We are planning to send a new one out in January. Don't delay — send in your current information as soon as possible.

Please send to FCA, Attn: Jim, P.O. Box 113, Jacksonville, AR 72076.

NAME _____ FCA # _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE _____ SPOUSE'S NAME _____

CAR INFORMATION

YEAR _____ STYLE _____ YEAR _____ STYLE _____
YEAR _____ STYLE _____ YEAR _____ STYLE _____

Body Style examples: 2 Dr. Futura Sedan or Hardtop, 2 Dr. Sports Coupe, 4 Dr. Station Wagon, etc.

By 1958, the Big Three's excesses in chrome and horsepower was turning a large segment of car buyers off. Women and young families were deserting the traditional marques for two alternatives. AMC offered the Rambler, a solid six passenger car for around \$2,000. By 1959, Rambler was the third best selling model in the country, as over 350,000 units rolled off the Kenosha, Wisconsin assembly line. Rambler was also snatching the first time buyer, key to establishing buyer loyalty.

There was also competition from across the Atlantic. Volkswagon was selling over 100,000 Bugs in the States. The recession of 1958 had people looking for the best buy, and AMC, VW, and also Volvo were offering the value they were looking for.

It was in this atmosphere that our beloved Falcon was born. It was the brain child of Robert S. McNamara, then President of Ford and later Secretary of Defense. McNamara would be blamed for the failure of Edsel and forgotten for the success of the Falcon. This is unfortunate, for he had very little to do with the Edsel debacle and left Ford about the time Falcon became a hit. McNamara insisted on a solid, uncomplicated car, that was easy to drive and simple to maintain. The new compact would be offered with very few options, only a six cylinder engine, and initially the choice of models was limited to two and four door sedans. It was a back to basics approach that had worked well for Ford in the past. From its entry on October 9, 1959, Falcon soon out paced its competition. It outsold Corvair four-to-one, and with 435,675 copies produced it even bested the popular Rambler by 13,403 units. In fact, only the Chevrolet Impala was a better selling car in 1960.

Falcon had arrived and would dominate the compact class until its sporty derivative, the Mustang, was introduced in mid 64. McNamara had his peoples car, that offered no nonsense basic transportation. He had assessed the public correctly. But somewhere at Ford a designer had included a feature that the dour practical Ford prexy was not concerned with: the car looked good! And with a little trim, dress up and options it could look even better. That is exactly what the new flamboyant, styled conscious head of the Ford Division had in mind. His name was Lee Iacocca.

My next article will focus on what the consumer publications had to say about the new Falcon.

George Lauderbaugh, Rt. 4, Box 438, Deatsville, AL 36022

Is Your Address Correct

Please take a few minutes to look at the address label on the back of this newsletter and see if we have your name and address correct on our computer. If any changes need to be made, send this information to FCA, P.O. Box 113, Jacksonville, AR 72076. Thank You.

Minutes of 10th National Business Meeting

The tenth national business meeting of the FCA was held August 12, 1989 at 2,00 P.M. in the Monterey Room of the Doubletree Hotel in Overland Park Kansas.

President Sword thanked the Mid America Chapter for hosting this meet, and a round of applause was given to them.

Recognition of Chapters was given with 16 chapters being represented and one new chapter formed which is the Sooner State Chapter.

The Board of Directors, officers, volunteer officers, regional directors were all introduced. President Sword thanked all for their support for this past year.

The meeting was called to order by asking for the reading of the minutes of the last meeting. They stood approved as read by the recording secretary.

Jim Throgmorton gave the treasurer's report. He reported that on July 31, 1988 a balance on hand of \$3,465.10. Income of \$37,207.62. Disbursements of \$37,948.32 with a balance on hand July 31, 1989 of \$2,724.40 with and \$1800.00 loan to the club store. Report was approved as read.

There was no old business.

New business:

President Sword announced his resignation as president. He stated that it seemed like the FCA had become a family and hoped it continued that way. He thanked everyone for their support over his 10 year tenure.

(1) Nominations were presented to the board for president; that of Jim Hatcher from Kansas and Gary Goddard of Georgia. Nominations were open to the floor. Steve Lovan nominated Tom O'Dell. Tom asked to address the nomination. He thanked Steve for the vote of confidence but declined the nomination stating he would rather work behind the scenes and continue his work as chapter co-ordinator. Larry Ford nominated Marty Martin of Texas. Motion made and seconded by Bob Passino for nominations to cease. President Sword ask the three nominees to leave the room, and called them back one at a time to state their qualifications if elected president. A 5 minute question and answer time was given to each candidate. Vote was called for with Gary Goddard being voted in as the next president of the FCA, effective September 1, 1989.

Nominations for vice president to the board was Jim Hatcher. Marty Martin, Charlie Johnson and Tom O'Dell were nominated from the floor. Tom O'Dell declined. President Sword gave each candidate the same opportunity to address the FCA body with a five minute question and answer time given them. Vote was called for with Jim Hatcher winning the nomination as vice president.

Ruby Throgmorton was nominated for recording secretary. There was no nominations from the floor. Ruby re-elected as secretary.

Jim Throgmorton was nominated as treasurer. Again there were no nominations from the floor. Jim re-elected as treasurer.

For 5 year term on the board of directors the nomination of Fleming Horne was presented. Ray Roberts of Colorado was nominated. Each gave their qualifications and a time for questions and answers. Vote was taken with Fleming Horne being elected.

President Sword announced the volunteer officers.
Editors: Bill and Kathy Woodell continuing serving until January 1, 1990.
Assist Editors: Bill and Kathy Woodell
Club Store: Ellen O'Dell
Chapter dO-Ordinator: Tom O'Dell
Partsmasters: Charles Digiacomo of Arkansas and Gerald Gasser from New York.

Board of Directors: Fleming Horne - 5 year term.
Ken Kowalk - 4 Year term.
Steve Springer - 2 year term
Rick Dilks - 1 year term.
Board of Directors are elected.

Regional Directors:
Eastern Region - Russell Hoksema
North Central - David Humes
South Central - Dwayne Barber
Mountain - Ray Roberts
Pacific - Charles Johnson

(2) Ken Kowalk resigned as head technical advisor, with Bob Passino of New York volunteering for this position.

(3) Jim Hatcher made the motion to make Roy Sword a honorary lifetime member with dues being paid by FCA. Motion made and carried.

The resultant engine configuration is principally outlined as follows:

- 1) 289 in3 6 bolt block bored +.030 yielding 293 in3 final displacement.
- 2) 351C 2V open chamber heads, year 1974 without AIR passages drilled.
- 3) B & A Ford "Street Boss" 4V aluminum intake manifold.
- 4) Holley 4360, 4v spread bore carb. (Later replaced with a Holley 4160)
- 5) 351C 4V TRW forged flat top pistons with offset pin, modified.
- 6) 260 degree hydraulic cam from Competition Cams Company.
- 7) Stock cast iron Cleveland type exhaust manifolds obtained from a 1972 400 in3 engine.
- 8) Adjustable vacuum diaphragm equipped, Accel Blueprint distributor.
- 9) Multispark MSD 6A electronic ignition.

Through a combination of analysis, measurement, and economics, I chose to use the TRW L2379F piston as the basis from which I conceived the modifications required for adaptation. My calculations for compression ratio with the modified pistons resulted in an 8.6/1 static value. However, the engine block was "decked" and the heads were given a "clean up" milling of .009 in. This should somewhat offset the effect of not including the one parameter in my calculations, valve relief volume.

I had the piston modifications and cylinder head work done by Jean Batteux Engineering in Hayward, California. Since Jean specializes in Fords, he was already somewhat familiar with what had to be done to the heads. I decided not to use the currently popular flow enhancing multi-angled valve face grind which would be an over kill with Cleveland heads for my application. I reasoned that better heat transfer through the greater surface area of a single angle grind would prove superior with unleaded fuels.

The piston work included removing a slight amount of material from the circumference of the piston top such that a theoretical .016 in. compression height and head chamber (open) safety margin were achieved. The result was a piston with mostly a flat top plateau type dome, thereby promoting a good (unobstructed and shortest) flame front travel that would help minimize the chances for pockets of combustion detonation.

Since I had doubts about total reliance on using off-the-shelf fixed length push rods, I decided to have the heads machined to include adjustable rockers as per the TRW specifications that accompanied the screw in studs. Also, the cylinder head water passages meant for the 351C were re-directed as per B. & A. Ford published recommendations. This included using freeze plugs to block the front and rear originally square "deck" openings and using the provided B. & A. intake gaskets as the template for machining the new front manifold surface water passage. (Incidentally, I found that the square deck openings vary in size and are typically larger for 1975 and later heads). Jean also installed new guides, ground the valves and seats and installed the new Competition Cams springs with dampers at a nominal 110 lbs/in2 on their seats.

I had all the cylinder block and associated work done by Al Hubbard Machine in Hayward, California. The work included boiling the block, decking the block, and installing new freeze plugs and screw in oil gallery plugs. The block was bored a nominal +.030 over, then honed for the Speed Pro plasma moly rings. When compared to cast iron rings, these types are supposed to be more durable in the presence of combustion pinging should it occur. (Incidentally, Al Hubbard mentioned that +.030 over rings would have worked very closely right out of the box rather than gapping all the +.035 rings that I supplied.) New cam bearings were installed, and the crank shaft only required polishing having been in excellent condition to start with. The connecting rods were re-conditioned, received new high quality bolts and installed on the pistons. All oil clearances were within stock 289 specifications and were very close to one-another. All reciprocating parts were balanced inclusive of the new Ford crank damper and flex plate for the floor shift C4 automatic transmission.

"performance" techniques for the purpose of building a low compression Ford 289 cubic inch engine. The new engine was also to include the challenge of incorporating 351C cylinder heads with the objective of having an engine with a good compromise of economy and drivability along with a broad rpm band power output. The consequence would be a currently suitable replacement engine for a daily driven Falcon with Sprint plus performance. Additionally, I based engine component selection with spare parts availability considerations in mind.

The total dollar cost of this project was approximately \$3,000.00 for parts and labor. Admittedly a "standard" configuration mail order engine would have saved about 30%; however, the challenge of something different and the education borne from the project made it worthwhile to me.

Practical though it is, I do realize that this project is something less than the all out power producers that are normally borne out of those strictly interested in performance.

Thus, I have enclosed a reasonably detailed text, parts list, calculations, sketches, and photographs of my project should you care to share my experiences with your other readers.

Ted Dосkaris, 3705 Wishire Avenue, San Mateo, CA 94403

Ford 289 in3 Cleveland Engine Project

I have owned my 1963 Ford Falcon Futura since 1964, but since about 17 years ago (while adding approximately 60,000 miles) I had been driving it with it's 260 in3 V8 configured with a 272 degree mechanical cam, 11/1 pop-up pistons, ported heads, and 4V carb. However, with the gasoline octane quality deterioration and attendant lead content reduction that has been prevalent in recent years, I finally felt compelled to do something about the ever present ping problem from the engine. Further timing retardation was no longer practical, and I did not want to continually rely on a water injection system. So during 1986 I took to action.

When I saw the Hot Rod April 1980, article "Bogus Boss" and finally the Car Craft September 1984, article "The Cleveland Connection" featuring the B & A Ford Performance intake manifold, I gave serious thought to building a low compression, Cleveland head Ford small block as a replacement for my 260 engine. Furthermore, as with the 260, the new engine would be for general street usage but include improved durability, longevity, and drivability along with a balance of performance and economy of operation befitting a "Sprint" engine. Coupled with this I wanted to minimize the prospect of future spare parts availability problems if and when the need dictated. I would also have something a little more challenging to contend with in the process, too.

From this inspiration, I proceeded to spend a good deal of time researching the details before actually committing time and money to hardware. I read several books and magazines, made some measurements, did some mathematical calculations, and then consulted with competent people knowledgeable in engine building and / or chassis construction such as Al Fitting of Al's Automotive and Jean Batteux of Batteux Engineering. For example, such consultation convinced me that using hardened valve inserts and special valves admittedly desired with unleaded fuel would not likely be a cost effective necessity for my use.

From this research, I also concluded that the best compression ratio would be between 8.5/1 and 9.0/1 and that the piston selection should be as close to being of the flat top type as possible. Herein lies one justification for using the open chamber type Cleveland cylinder head as the compression ratio with Windsor heads and flat top pistons would be too high. Of course, the use of these type heads would also necessitate an engine with a 4 inch cylinder bore such as the 289 or 302 in order to accommodate the larger canted valves. As a consequence, this approach would allow for the use of regular grade gasoline while still attempting to preserve as much efficiency as possible from the engine.

(4) Board of Directors review:

Three letters had been received during the year about stock and stock classes, also senior class or master classe awards. Tom O'Dell ask to address this issue. He stated the Gateway Chapter will attempt to have stock class at the 1990 National Meet. A unique approach in that people will select which class they want to enter their car in at the Meet. Guidelines will be set up in each packet of registered voters to help educate voters on what they are voting on. As this is in the process by the Gateway Chapter Tom ask for any input and ideas be mailed to the Gateway Chapter.

(5) The National Roster will be out January 1990.

(6) A \$2.00 increase in dues effective September 1, 1989.

(7) 1990 Meet in St. Louis hosted by the Gateway Chapter.

(8) 1991 Meet still open.

(a) Any new business was called for. Gerard Cox ask about the possibility of voting for officers by mail so more people could participate in the voting. He made the motion to have the board of directors study a poll by mail in voting, seconded by John Hewitt. After discussion the consensus from the FCA body that there is a broad spectrum of people from over the the country at the National Meets that they can see and hear the people they are voting for and not vote for a picture in mailouts. Vote was called for. Motion denied.

(b) It was asked that new members continue to be put in the NEWSLETTER also kind of cars they have.

(c) Ray Roberts said that this being the 10th. anniversary of FCA and of the 10 years Roy Sword has been president, he stated that out on the parking lot was a unique 65 Futura belonging to Jim and Ruby Throgmorton that it is the only Falcon that has been at all 10 national meets. A round of applause was given to the Throgmorton's.

Announcements:

The banquet is at 7:00 P.M. tonight here in the Doubletree Hotel.

Regional Meet - Northeast Keystone Chapter September 9, 1989
Lone Star Chapter in Texas - October 6 and 7, 1989.
Tentative Sooner Chapter Meet with Shelby Club - May, 1990

President Sword announced that since the FCA had become a family affair as well as car meets that Mr. Bob Meyers would celebrate his 80th birthday this week.

Marty Martin was asked by President Sword to assist him in reading a sympathy card to Marty from his chapter for Marty's 50th. birthday.

That Gary and Wanda Goddard celebrated their 4th anniversary September 11, 1989 at the National.

The meeting was then turned over to the Gateway Chapter to show slides promoting the 1990 Meet in the St. Louis area.

Rick Dilks ask that chapters count the number of Falcons they brought to this Meet.

President Sword again thanked the Mid America for hosting a great meet.

Motion was made and carried to adjourn.

Texas Regional II Hosted By The Lone Star Chapter— October 6 & 7, 1989

Registration form for hotel accommodations only

DEADLINE FOR REGISTRATION – OCTOBER 1, 1989

Organization Name: Lone Star Chapter of the Falcon Club of America

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Arrival Date: _____ Departure Date: _____

-- King _____ # People \$35.00 + 13% tax

-- Twin Double _____ # People \$35.00 + 13% tax

-- Arrival before 6:00 P.M.

-- Guaranteed Late Arrival to credit card #: _____

-- Type of credit card: _____ Exp. date: _____

OR one night's deposit required along with reservation request.

Mail to: Holiday Inn Plano Or call: 1-800-HOLIDAY OR
700 E. Central Pkwy. 1-214-881-1881
Plano, Texas 75074 Be sure to say you're with the FCA

Registration form for TEXAS REGIONAL II

DEADLINE FOR REGISTRATION – SEPTEMBER 22, 1989

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Regional

First car \$12.00 Before 9/22/89

\$15.00 After 9/22/89

Without \$8.00 Before 9/22/89

Swap Space \$15.00 Non Member \$20

Banquet Tickets

\$15.00 each

TOTAL _____

Year	Model	Body Style
Year	Model	Body Style

Make checks payable to FCA, Lone Star Chapter

Mail registration form for Fall Roundup/Swap Meet to:

Frank Bell, 7733 Prairie Dr., Watauga, TX 76148, Ph. 817-656-8697

Treasurer's Report FCA 1988-89

BALANCE ON HAND JULY 31, 1988-----\$ 3,465.10

INCOME FOR 88-89-----37,207.62
\$40,672.72

Dues-----\$33,900.62
Advertising-----1,487.00
Loans (Club Store)-----1,400.00
Insurance (National & Regional Meet 400.00
Miscel. (Overpayment Dues) 20.00

DISBURSEMENTS:

Printing Newsletter-----\$15,236.50

Postage-----\$11,566.77

Printing(Nat. book, roster, member-\$ 2,493.00
ship & windshield cards etc)

Editors Expense-----\$ 1,350.00

Correspondance Secretary(Info paks,\$ 2,160.00
renewals, new memb ers etc)

Presidents Phone Bill-----\$ 492.00

National Meet Expense (Presidents-\$ 657.46
room, one night motel for Board
of Directors, Banquet tickets for
B O D and officers)

Equipment (Typewriter and answering 287.68
machine)

Office Supplies (computer paper, \$ 242.60
tapes, copier paper etc)

FCA Insurance (J.C. Taylor)----- \$ 1,338.00

Loans (Club Store----- \$ 1,800.00

Miscel. (Chapter Co-Ordinator-----\$ 324.31
expenses, overpayment of dues,
return checks etc)

Total Disbursements-----\$37,948.32 - \$37,948.32

Balance on Hand July 31, 1989-----\$ 2,724.40
Loan out to Club Store \$1,800.00)

Falcon Engine Project

Dear Editors,

This is in response to your letter requesting my Falcon Engine Project article.

To preface, I have owned a 1963 Ford Falcon Futura V8 hardtop since '64. Moreover, I have been a serious reader of various automotive publications and magazines for many years (including Falcon related Mustang magazines) and valued their articles and information. Furthermore, because of the adoption of no/low lead fuels of typically lesser octane quality in today's gasolines, it became less practical for me to continue with my Falcon's high compression 260 engine that I built some 17 years ago. Thus, I was able to adapt some of the knowledge gained in the past along with my own ideas of using and adapting engine

Jim Dötting is your

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Shop Manuals	1960 - 63
1960 - 63	\$ 70.00
1964	39.95
1965	39.95
1966	39.95
1967	39.95
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Soft Goods/Plastic	1960 - 63
1960 - 63	\$ 70.00
1964	39.95
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2096	39.95
2097	39.95
2098	39.95
2099	39.95
2100	39.95

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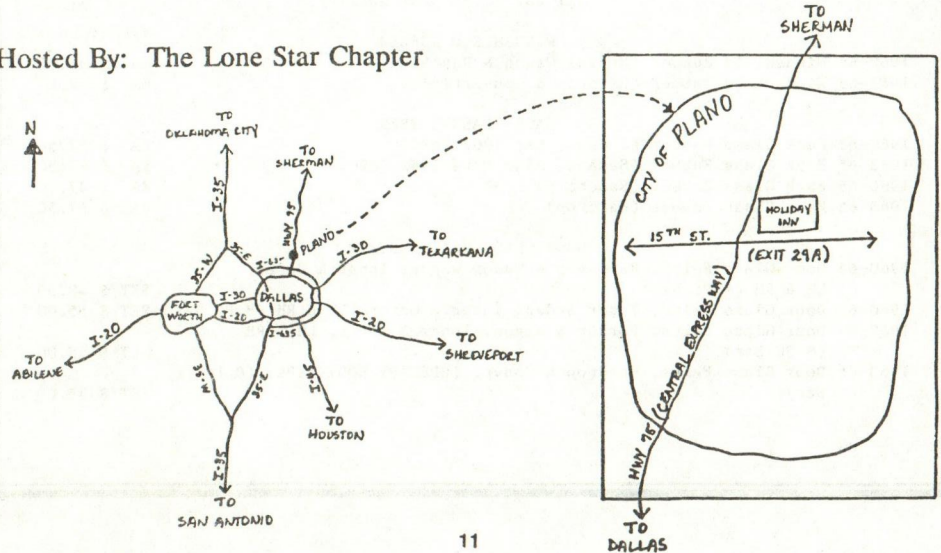
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1963-64 "Sprint" Scripts	PR \$ 30.00
1963-64 Sprint Flag Ornaments	EA \$ 20.00
1960-65 "Ranchero" Fender Name Plates	PR \$ 35.00
1962-63 Hood Letter Set "F,O,R,D" (SPECIFY YEAR)	SET \$ 17.50
1962-63 Trunk Ornament	EA \$ 75.00
1960-65 Heater & Cowl Vent Door Seal Kit	EA \$ 7.50
1960-65 Outside Door Handles (SPECIFY YEAR)	PR \$ 35.00
1963-64 Gas Cap	EA \$ 30.00
1965 Gas Cap	EA \$ 40.00
1960-65 Outside Mirror	EA \$ 34.50
1960-65 Trunk Mat (SPECIFY YEAR)	EA \$ 24.00
1960-65 Tire Cover (Matches Trunk Mat)	EA \$ 11.50
1960-65 Battery Carrier	EA \$ 20.00
1960-65 Hold Down Clamp	EA \$ 3.50
1963-65 Parking Light Lens (Amber)	EA \$ 3.50
1962-65 Parking Light Lens Gasket	PR \$ 3.00
1960-65 Tail Light Lens Gasket	PR \$ 4.00
1960-65 Horn Ring Plastic Retainer (3 Tab)	EA \$ 4.00
1964-65 Radio Antenna	EA \$ 32.50
1963-65 Hardtop & Conv. Pillar Seal	PR \$ 14.00
1960, 1961 Fender Top Ornaments	PR \$ 45.00
1962-63 Fender Top Ornaments	PR \$ 75.00
1960-65 Dome Light Lens (SPECIFY BODY TYPE)	EA \$ 5.50
1960-65 Dome Light Chrome Retainer (SPECIFY BODY TYPE)	EA \$ 6.50
1963 Front Stone Deflector	EA \$ 35.00
1960-65 Fresh Air Rubber Connector Duct	EA \$ 20.00

DOOR TRIM PANELS

1963 Convertible & Hardtop * (4 Piece Set)	SET \$275.00
1964 Convertible & Hardtop * (4 Piece Set)	SET \$250.00
1965 Convertible & Hardtop * (4 Piece Set)	SET \$250.00
* Call For Color Availability	

WINDSHIELD RUBBER

1960-65 Windshield Rubber (Sedan, Wagon & Ranchero)	EA \$ 45.00
1963-65 Windshield Rubber (Hardtop & Convertible)	EA \$ 67.50

BACK GLASS RUBBER

1960-62 Back Glass Rubber (Sedans, Exc 1962 (62C))	EA \$ 57.50
1963-65 Back Glass Rubber (Sedans, Also Fits 1962 (62C))	EA \$ 67.50
1960-65 Back Glass Rubber (Ranchero)	EA \$ 37.50
1963-65 Back Glass Rubber (Hardtop)	EA \$ 57.50

DOOR GLASS WEATHERSTRIP

1960-65 Door Glass Felts, Ranchero & Tudor Wagon, Inner & Outer, LH & RH (4 Pc Set)	SET \$ 48.50
1960-65 Door Glass Felts, Tudor Sedan, Inner & Outer, LH & RH (8 PC Set)	SET \$ 55.00
1960-65 Door Glass Felts, Fordor & Wagon, Inner & Outer, LH & RH (8 PC Set)	SET \$ 55.00
1963-65 Door Glass Felts, Hardtop & Conv. (SPECIFY BODY TYPE) (8 PC Set)	SET \$ 55.00



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1960-65 Door Weatherstrip (Tudor Sedan & Ranchero)	PR \$ 55.00
1963-65 Door Weatherstrip (Hardtop & Convertible)	PR \$ 75.00
1960-65 Door Weatherstrip (Fordor & Fordor Wagon (4 PC SET))	SET \$ 75.00

TRUNK WEATHERSTRIP

1960-65 Trunk Rubber (SPECIFY YEAR)	EA \$ 22.50
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VENT WINDOW SEALS

1960-65 Vent Window Seals (All Exc. Convertible & Hardtop)	PR \$ 45.00
1960-65 Back Of Vent Window Seal (Fits All Except Convertible & Hardtop)	PR \$ 10.00
1963-65 Vent Window Seals (Convertible & Hardtop)	PR \$ 60.00
1963-65 Back Of Vent Window Seals (Convertible & Hardtop)	PR \$ 10.00

RUBBER PADS

1960-65 Brake & Clutch Pads	PR \$ 7.00
1960-65 Accelerator Pedal	EA \$ 9.50
1960-65 Tail Light Pads (SPECIFY YEAR)	PR \$ 10.00
1960-65 Hood To Cowl Seal	EA \$ 7.95
1960-65 Door Handle Pad Kit (4 PC Set)	SET \$ 5.00
1960-65 Radiator Support To Hood Seal	EA \$ 14.00
1960-65 Rear Bumper To Body Seal	EA \$ 29.95

GLOVE BOXES

1960-65 Glove Box Assembly (SPECIFY YEAR)	EA \$ 15.00
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MANUALS

1960-63 \$25.00, 1965 Falcon Shop Manuals	EA \$ 30.00
1960, 62, 63 Owners Manuals \$12.50, 1964 Sprint Supplement	EA \$ 5.00
1963-65 Convertible Top Repair & Adjustment Manual	EA \$ 6.00
1963, 64, 65 Feature & Specification Manual	EA \$ 6.00
1960-65 Falcon Wiring Diagram Manuals (SPECIFY YEAR)	EA \$ 6.00

GRILLES

1963 Grilles	EA \$100.00
1964 Grilles	EA \$ 95.00
1965 Grilles	EA \$150.00
1965 Grille Center Ornament	EA \$ 15.00
* 1962-63 Front Fender (LH & RH)	EA \$250.00

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